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PART NO. 41-355

TOUR TRUNK RACK

FITMENT: CAN-AM SPYDER F3T-LTD OEM TRUNK 2017-NEWER

3/18/2019

TOOLS NEEDED:

DRILL

1/8" (3MM) DRILL BIT

5/16" (8MM) DRILL BIT

4MM ALLEN WRENCH

REMOVABLE THREAD LOCK

PLEASE READ THROUGH AND UNDERSTAND THESE INSTRUCTIONS BEFORE BEGINNING. USE REMOVABLE THREAD LOCK ON ALL SCREWS.

ESTIMATED INSTALLATION TIME: 15 TO 45 MIN.

NOTE:

A) IF YOU ARE REPLACING OEM RACK REMOVE RACK AND GO TO STEP 4.

B) IF YOU HAVE 1/2" HOLE IN YOUR TRUNK LID FROM AN OEM RACK WE RECOMMEND USING BIG BIKE PART NUMBER 4-231R-4 OR 4-231BK-4.

INSTALLATION:

1. OPEN THE TRUNK LID AND FIND THE DIMPLES MOLDED INTO THE UNDERSIDE OF THE TRUNK LID. SEE FIG. 1.
2. USING A DRILL AND A 1/8" BIT DRILL THROUGH THE LID USING THE DIMPLES TO LOCATE THE HOLES.
3. NEXT CAREFULLY USE A 5/16" DRILL BIT TO ENLARGE THE FOUR HOLES. REMOVE ALL SHAVINGS FROM THE HOLES.
4. REMOVE THE NEW RACK FROM THE BOX AND USE FIG. 2 TO DETERMINE WHICH SIDE IS THE FRONT OF THE RACK.
5. LOOSELY ASSEMBLE THE RACK TO THE TRUNK LID USING FIG. 3.
6. ROTATE THE ANGLED SPACERS TO MATCH THE CURVE OF THE TRUNK LID AND TIGHTEN.

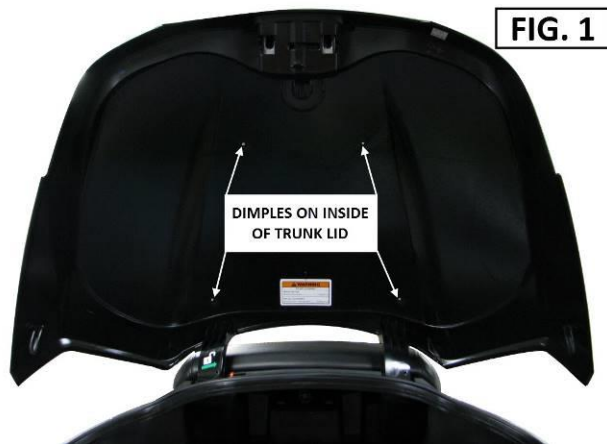


FIG. 1

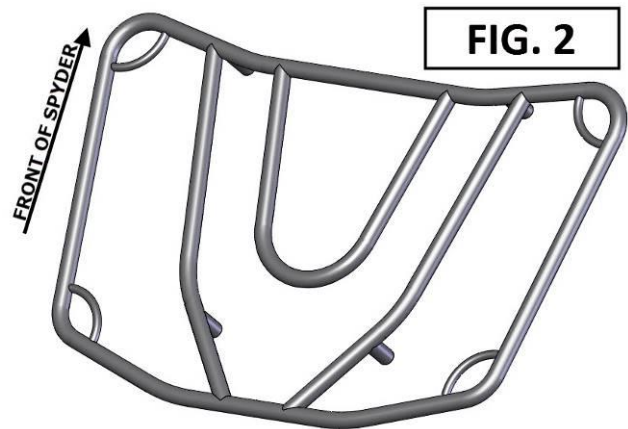


FIG. 2

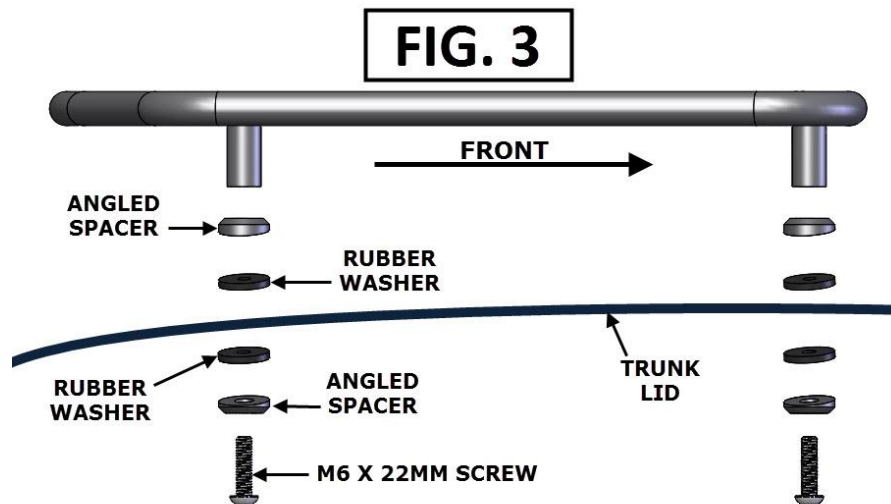


FIG. 3

NOTICE

DO NOT EXCEED THE LOAD CAPACITY THAT IS SPECIFIED BY THE VEHICLE MANUFACTURER. EXCESSIVE LOADING ON THE TRUNK LUGGAGE RACK MAY CAUSE LOSS, DAMAGE TO THE MOTORCYCLE OR INJURY. BIG BIKE PARTS IS NOT RESPONSIBLE FOR LOSS, DAMAGE OR INJURY CAUSED DUE TO EXCESSIVE LOADS OVER THE VEHICLE MANUFACTURER'S LOAD SPECIFICATIONS ON THE LUGGAGE RACK.

NOTICE

IGNORING THE CONTENTS OF THESE INSTRUCTIONS MAY AFFECT THE PRODUCT PERFORMANCE AND FUNCTIONALITY. NOT FOLLOWING THESE INSTRUCTION MAY CAUSE DAMAGE TO THE PRODUCT OR THE VEHICLE TO WHICH IT IS BEING ATTACHED.

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PART NO. 41-355/91-307

TOUR LUGGAGE RACK

FITMENT: YAMAHA STAR VENTURE 2018-NEWER

3/18/2019

TOOLS NEEDED:	DRILL	5/16" (10MM) DRILL BIT	MASKING TAPE	TAPE MEASURE
	10MM SOCKET WRENCH	4MM ALLEN WRENCH	PHILLIPS SCREWDRIVER	REMOVABLE THREAD LOCK

PLEASE READ THROUGH AND UNDERSTAND THESE INSTRUCTIONS BEFORE BEGINNING. USE REMOVABLE THREAD LOCK ON ALL FASTENERS.
ESTIMATED INSTALLATION TIME: 60 TO 90 MIN.

INSTALLATION:

- CLEAN THE TRUNK LID.
- USING A TAPE MEASURE FIND THE CENTER OF THE TRUNK LID. USE TWO SMALL PIECES OF MASKING TAPE TO MARK THE CENTER LINE. SEE FIG.1.
- HOLD THE RACK ABOVE THE TRUNK LID IN THE POSITION YOU WISH TO MOUNT IT. USE THE CENTER LINE MARK AS REFERENCE POINT.
- PLACE FOUR PIECES OF MASKING TAPE ON THE TRUNK LID WHERE THE LEGS WILL TO BE. SEE FIG.1.
- SET THE RACK ON THE LID WITH THE LEGS RESTING ON THE MASKING TAPE. CAREFULLY CHECK THE ALIGNMENT OF THE RACK. SEE FIG. 2.
- USING A MARKER CIRCLE AROUND THE BOTTOM OF EACH LEG ON THE MASKING TAPE. SEE FIG. 3.
- REMOVE THE RACK AND MARK THE CENTER OF EACH CIRCLE AS SHOWN IN FIG. 4. MEASURE THE MARKS TO MAKE SURE THEY ARE CENTERED.
- REMOVE THE TRUNK LID FROM THE TRUNK. FIRST USING A 10MM SOCKET WRENCH REMOVE THE FOUR NUTS ON THE INSIDE-BOTTOM OF BOTH TRUNK HINGES MARKED 5A IN FIG. 5.
- USING A 4MM ALLEN WRENCH REMOVE THE TWO SCREWS MARKED 5B WHILE HOLDING THE TRUNK LID. LIFT THE LID STRAIGHT UP TO REMOVE.
- PLACE THE TRUNK LID TOP DOWN ON A CLEAN TOWEL.
- USING A PHILLIPS SCREWDRIVER REMOVE THE 26 SCREWS SHOWN IN FIG. 6. LIFT THE TRUNK LID LINER TO REMOVE IT.
- TURN THE OUTER LID OF TRUNK OVER AND USING A DRILL AND A 5/16" BIT DRILL FOUR HOLES IN THE LOCATION YOU MARKED IN STEP 7.
- REMOVE THE MASKING TAPE AND ANY BURRS AND INSTALL THE RACK TO THE LID USING THE SUPPLIED HARDWARE AS SHOWN IN FIG. 7.
- ROTATE THE ANGLED SPACERS TO BEST FIT THE TRUNK LID AS YOU TIGHTEN EACH OF THEM.
- REASSEMBLE THE LINER TO THE TRUNK LID AND THEN INSTALL THE ASSEMBLY TO THE TRUNK.



FIG. 1



FIG. 2



FIG. 3

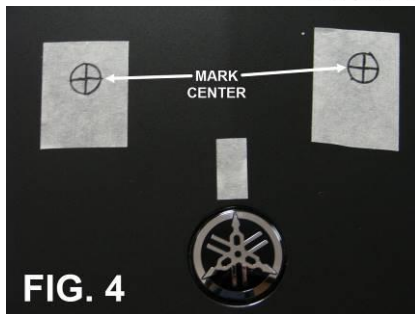


FIG. 4

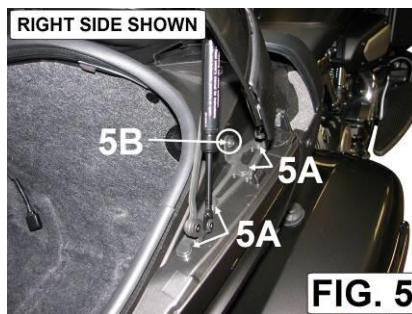


FIG. 5

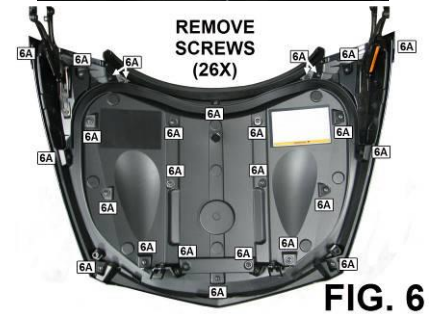


FIG. 6

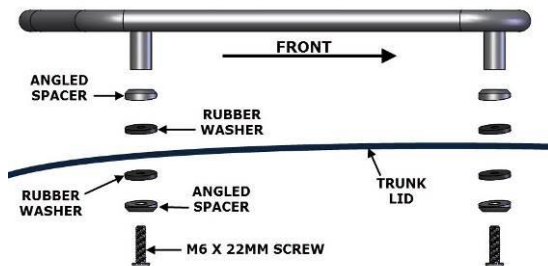


FIG. 7

NOTICE

DO NOT EXCEED THE LOAD CAPACITY THAT IS SPECIFIED BY THE VEHICLE MANUFACTURER. EXCESSIVE LOADING ON THE TRUNK LUGGAGE RACK MAY CAUSE LOSS, DAMAGE TO THE MOTORCYCLE OR INJURY. BIG BIKE PARTS IS NOT RESPONSIBLE FOR LOSS, DAMAGE OR INJURY CAUSED DUE TO EXCESSIVE LOADS OVER THE VEHICLE MANUFACTURER'S LOAD SPECIFICATIONS ON THE LUGGAGE RACK.